Statement

Following surveys for new lines in Uttar Pradesh were carried out during the last 10 years

S.No.	Project	Year	Length in kms	Cost in Rate of return
			crs. of the project	
1.	Mirzapur-Badohi(BG)	1985	38	25.75 Negative
2.	Gorakhpur-Anand Nagar Parallel BG and Anand Nagar-Nautanwa convertion and extension of BG line in Sonauli	1986	88	69.00 6.9%
3.	Dhampur-Afzalgarh-Kalagarh and Afzalgarh-Aligar(BG)	1987	80	56.64 Negative
4.	Dhampur-Afzalgarh-Kalagarh and Afzalgarh-Kashipur(BG)	1987	77	54.96 Negative
5.	Dadhoganj-Auhad (Sandi) restoration	1988	27	11.58 0.68%
6.	Kanpur-Badaun(BG)	1989	113	62.76 Negative
7.	Sahjanwa-Dohrighat	1989	103	132.71 Shelved
8.	Shahjahanpur-Badaun	1989	113	62.16 Shelved
9.	Mau-Ghazipur City	1992	14	39.24 Negative
10.	Tanakpur-Ghat-Bageshwar	1992	154	650.2 Negative
11.	Tarri Ghat-Gaji Pur	1993	8	93.53 Negative
Surveys in progress				
	Daurala-Bijnor via Hastinapur		67	
	Ramnagar Chaukhatia		149	
	Agra-Etawah		135	
	Sitapur-Nanpara		135	
	Sitapur-Baharaich			
	Kasganj-Aligarh			
	Kasganj-Etah		353	

नई दिल्ली में रैली के लिये विशेष रेलगाड़ियां

4023. श्री गोविन्दराम मिरी:

श्री राघव जी:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) 14 जुलाई, 1994 को नई दिल्ली में आयोजित कांग्रेस (आई) की रैली के लिए रेल विभाग ने कितनी रेलगाड़ियां चलाई थीं और इस पर रेल विभाग को कुल कितना खर्च करना पड़ा था;

(ख) क्या रेल विभाग को इन रेलगाड़ियों के आरक्षण शुल्क और किराये के रूप में इस पार्टी से कोई भुगतान प्राप्त हुआ है और यदि हां, तो इस संबंध में कुल कितनी राशि प्राप्त हुई है तथा यह राशि कब प्राप्त हुई है;

(ग) क्या रेल विभाग को इस संबंध में सारी धनराशि प्राप्त हो गई है अथवा कुछ बकाया है और उसका ब्यौरा क्या है;

(घ) इन रेलगाड़ियों में कुल कितने व्यक्तियों ने यात्रा की थी; और

(ङ) क्या अन्य राजनैतिक दलों को दिल्ली में रैलियों के लिए रेल विभाग द्वारा इसी प्रकार की सुविधा उपलब्ध कराई गई थी और यदि नहीं, तो इसके क्या कारण हैं?

रेल मंत्री (श्री सी. के. जाफ़र शरीफ): (क) से (ग) 68 आवक स्पेशल और 69 वापसी स्पेशल गाड़ियां रेलों ने विशेष गाड़ियों के चालन के लिए सभी प्रभारों सहित पूरी रकम वसूल कर ली गई है, विभिन्न स्थलों पर आयोजकों के विभिन्न प्रतिनिधियों से लगभग 3.14 करोड़ की कुल धनराशि वसूल की गई थी।

(घ) विशेष गाड़ियों में ले जाए गए यात्रियों की संख्या इन गाड़ियों में लगे सवारी डिब्बों की वहन क्षमता के अनुसार थी।

(ङ) अन्य राजनैतिक दलों द्वारा मांग करने पर भी इस प्रकार की सुविधाएं मुहैया कराई जाती हैं।

Annual plan 1994-95

4024. SHRI DILIP SINGH JUDEV: Will the Minister of RAILWAYS be pleased to state:

(a) what are the main features of the Railway Annual Plan for the year 1994 95;

(b) whether the Railways had procured foreign exchange at market exchange rate to meet the resources;

(c) if so, the likely additional burden on Indian railways;

(d) the manner in which the railways propose to met the financial obligations in view of decline budgetary support and limited reliance on market borrowings; and

(e) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) To creat infrastructure capacity to meet revenue traffic targets set up for the year. Gauge conversion and electrification are some of the thrust areas.

(b) and (c) Railways have to procure foreign exchange at market rate to meet the cost of imports. The fact that foreign exchange is available only at market determined exchane rate had been taken care of in the Budget Estimates and hence the question of additional burden on this account does not arise.

(d) and (e) By increasing productivity and adopting economy measures.

Victimisation of representatives of Kurla Car Shed

4025. SHRI SATISH PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there has been severe allegation of corruption/ mismanagement/victimisation of labour representatives in Kurla Car Shed of Central Railway;

(b) whether it is a fact that the local C.I.D. branch of the Police have instituted an enquiry in the charges levied against the officials;

(c) whether it is a fact that a Semi Supervisory post holder who have only year to retire, has been transferred and given a job of driver despite having adequate number of drivers on payroll, who remain absent regularly;

(d) whether Railway Vigilance Branch has made any enquiries on the allegation, if so, the outcome of the enquiry; and

(e) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (c) No, Sir.

(d) and (e) Railway's Vigilance branch is investigating into the complaint of one supervisor regarding his transfer from Jhansi to Kurla Car Shed.

FourLaning of National Highways in Gujarat

4026. SHRIMATI ANANDIBEN JETHABHAI PATEL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what are the details of the National Highways in various States specially in Gujarat State which are proposed to be converted into fourlaned roads during the year 1994-95;

(b) what is the amount fixed for this purpose; and

(c) what policy/criterion is adopted to select the national highways for conversion into fourlaning?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (c) The basic criterion for fourlaning of National Highways is when daily traffic volume exceeds 15,000 passenger car units (PCU). A length of 657 kms of National Highways at an estimated cost of Rs. 1031 crores is planned for fourlaning during the Eighth Plan period. However, actual expenditure will depend upon availability of funds. Fourlaning of certain stretches of National Highway Nos. 1, 2, 3, 5, 7, 8, 8A, 8C, 45 & 47 totalling to 870 kms. are at present under construction. Out of these, following stretches are in Gujarat:—

i) 53 km on Ahmedabad-Surat Section of NH8;

ii) 16 km on Ahmedabad-Kandla Section of NH8A; and

iii) 18 km on Chiloda-Sarkhej Section of NH8C.

Import of Equipments by Ship Building Industry

4027. SHRI VIJAY KUMAR MALHOTRA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the ship building industry in the country is basically an assembly industry as most of the items of equipment and machinery are imported;